

Appl. No. : 10/728,063
Filed : December 4, 2003

AMENDMENTS TO THE CLAIMS

Please cancel Claims 15-17 and 19-21 without prejudice or disclaimer and amend

Claim 22 as follows:

1. (Canceled)
2. (Canceled)
3. (Canceled)
4. (Canceled)

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5. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position.

6. (Original) The watercraft of Claim 5, wherein the engine sufficiently powers the jet propulsion unit when the throttle rests in its second position to assist steering of the watercraft when decelerating from at least a planing speed.

7. (Original) The watercraft of Claim 5 additionally comprising an operational control device housing supporting the control lever.

8. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the

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throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, an operational control device housing supporting the control lever, wherein the housing defines a slot having first and second ends, the control lever is arranged so as to slide within the slot, and a biasing mechanism biases the control lever toward the second end of the slot.

9. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism coupled with the throttle, a control lever cooperating with the throttle actuator mechanism, and a housing supporting the control lever, the control lever being selectively positioned in at least first and second positions, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, and wherein the housing defines a locking recess that defines the second position of the control lever.

10. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine, the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism coupled with the throttle, and a control lever

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cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, and wherein the throttle actuator mechanism includes a biasing mechanism that biases the throttle actuator mechanism toward its first resting position, and wherein a force of the biasing mechanism operating on the throttle lever is greater than a force of the biasing mechanism operating on the control lever.

11. (Original) The watercraft of Claim 7, wherein the housing is disposed next to at least a portion of the throttle actuator mechanism.

12. (Previously Presented) A watercraft comprising a hull, an engine being supported by the hull and including at least one throttle, a jet propulsion unit driven by the engine; the jet propulsion unit comprising a steering nozzle configured to direct a jet of water exiting the jet propulsion unit, a throttle actuator mechanism comprising a user-operable lever coupled with the throttle, and a control lever mounted adjacent the user-operable lever and cooperating with the throttle actuator mechanism, the control lever being selectively positioned in at least first and second positions, the control lever being actuatable to assume either of the first and second positions independently of a steering condition of the watercraft, the first position of the control lever being arranged such that the throttle actuator mechanism rests in a first position and the second position of the control lever being arranged such that the throttle actuator mechanism rests in a second position, the throttle having a first position when the throttle actuator mechanism rests in its first position and having a second position when the throttle actuator mechanism rests in the second position, wherein the second throttle position provides a larger opening degree than the first throttle position, wherein the throttle actuator mechanism comprises a throttle lever disposed remotely from the engine and a throttle actuation mechanism directly connected to the throttle.

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13. (Previously Presented) The watercraft of Claim 12, wherein the throttle actuator mechanism additionally comprises a control cable extending between the throttle lever and the throttle actuation mechanism.

14. (Original) The watercraft of Claim 12, wherein the throttle actuation mechanism includes an electric motor.

15. (Canceled)

16. (Canceled)

17. (Canceled)

18. (Canceled)

19. (Canceled)

20. (Canceled)

21. (Canceled)

22. (Currently Amended) The watercraft of Claim 5 additionally comprising a steering device connected to the steering nozzle and configured to be grasped by at least a first hand of an operator, wherein the user-operable lever and the control lever are mounted such that a user can simultaneously operate the user-operable lever, the control lever, and the steering device with the first hand.

23. (Previously Presented) The watercraft of Claim 5, wherein the user-operable lever and the control lever are mounted to pivot about parallel axes.